SUMMER 2014 • Issue 43

SURFACE WARFARE MAGAZINE

DEVELOPING OUR SAILORS

TRAINING OUR CREWS TO FIGHT AND WIN

PROVIDING WARSHIPS READY FOR COMBAT

MC3 Johans Chavarro | U.S. Navy

Sharing stories and news from Sailors all across the U.S. Navy's Surface Forces

COMMANDER'S CORNER

EDITORIAL BY:
RADM PETE A. Gumataotao
Commander, Naval Surface Force, U.S. Atlantic Fleet

Hafa Adai Surface Warriors!

I'm writing to you from historic Hampton Roads, home of the Jamestown Exposition, beautiful Virginia Beach, and site of the pivotal MONITOR & MERRIMACK sea battle. Most importantly, I write to you from Naval Surface Forces Atlantic where more than 25k Sailors man 73 ships homeported in Norfolk, Little Creek, Mayport, Rota, Italy, and Bahrain.

I want to take a tactical pause and reflect on the awesome contributions of our Surface Warriors. Amidst the blocking and tackling of your deckplate and waterfront work, it is important to stand back and appreciate the contributions of every Sailor.

Much has changed since RADM Robley D. Evans led the Great White Fleet out of Norfolk in 1907. This event heralded the US Navy's emergence as a global Naval Power. Fast forward 108 years and you will see our Surface Navy continuing to answer all bells for national tasking and sharply executing the CNO's tenets of Warfighting First, Operate Forward, and Be Ready.

The operating environment has changed. Today, you will find our Sailors executing new initiatives like Aegis Ashore, PCs to Bahrain, FDNF Rota, Afloat Forward Staging Base, stationing LCS and homeport shifting an ARG to Mayport. With these initiatives, our strategic shift to deploy more surface forces forward increases our responsiveness and readiness to operate in the global commons.

AEGIS Ashore: Today, we are taking our maritime missile defense craft across the beach with AEGIS ASHORE in Romania and Poland. As I write, the first of two AEGIS Ashore suites have been optested INCONUS and are being dismantled and shipped to Romania. By the end of next year, the first site will be operational with Sailors standing CIC watch on the ground in Europe in an unprecedented concept born at sea!

FDNF Rota: We are sending ships to Rota, Spain with the Forward Deployment Naval Force, consisting of USS DONALD COOK, USS ROSS, USS PORTER, USS CARNEY. These ships, the crews and their families, are realizing the operational relevance of their patrols in Sixth Fleet, and the hospitalities and cultures afforded by the citizens of Spain. Manning, training and equipping for the away game is rife with challenges and the combined efforts of C6F, SURFLANT and these crews are making the unscripted a successful reality.

Patrol Craft Bahrain: We have placed tremendous responsibilities and adventures on the shoulders of Lieutenants and junior Lieutenant Commanders in Command, and their innovative crews of Patrol Craft forward deployed in Bahrain. They are delivering! The versatility and punch of these Patrol Craft and their contributions are summed up in VADM John W. Miller's revelation to me: "I love these PCs and more importantly, so do our Allies in the region." Today, you will find new shore facilities along the quay wall at Mina Salman supporting the nested PCs, USCG cutters, MCMs, along with our partner nations and USS PONCE.

Afloat Forward Staging Base: In 2011, CENTCOM ordered bells for an Afloat Forward Staging Base and in a mere six months, our Navy answered with the converted USS PONCE. Our Sailors teamed up with Civilian Mariners and took USS PONCE from the brink of decommissioning and deployed a 43-year wise ship to the Navy's front line. She and her hybrid crew of IA Sailors and Civilian Mariners just celebrated her second year forward deployed. We are realizing tremendous value with USS PONCE's presence and capabilities supporting Joint, International, Multi-national, and Interagency forces in Central Command.

ARG to Mayport: We are in the middle of transitioning USS IWO JIMA, USS NEW YORK, and USS FORT MCHENRY from Norfolk, VA to Mayport, FL. Anyone who has executed a change in homeport understands the unseen and often unappreciated challenges of moving ships, homes, schools and maintenance talent to a new port. These Sailors, their Families, and the maintenance community are executing this move amidst a very demanding operational schedule and knocking it out of the park!

Littoral Combat Ship (LCS) Mayport: We are literally building the foundations of LCSRON TWO in Mayport, FL. The first LCSRON TWO Sailors are arriving today as we take the lessons learned from San Diego and build the man, train, equip and certification infrastructure in Mayport. The Sailors and Families making this unscripted challenge successful deserve our full

support while they are succeeding in realizing the full potential of this platform. The lessons we are learning with the initial hull forms are informing future flights of LCS and laying a foundation for horizon ASW, ASuW and MCM capabilities these hull forms will support, in addition to her ability to command the shallows.

While we execute these structural changes to the Surface Navy, your ships are increasing in capability. The USS WASP is modernizing to receive the Joint Strike Fighter, allowing our amphibious fleet to leverage game changing capabilities. Your ship networks will improve with CANES, improving our presence in the cyber and well as the physical domain. The AEGIS Fleet is going through modernization. This brings amazing capability in Integrated Air and Missile Defense using the standard missile family – especially the Naval Integrated Fire Control – Counter Air (NIFCA-CA) capability using the incredible SM-6. New ships, new forward deployments, and new technology – these exciting new changes will be visible across the globe.

To be clear, you could have all this technology, but it would be all for naught without trained and competent Sailors. In this environment of change, it is not the platforms or the readiness models that make us the most powerful Navy on the planet. It is our Sailors on the battlefront and the Families who provide a solid foundation on the homefront. We fully support the important SURFOR initiatives designed to increase our technical and tactical proficiency. From instituting the Weapons and Tactics Instructor (WTI) program to implementing ADOC to improved navigation training, all examples of the many initiatives ongoing to build the warfighting competence of our Sailors. Every time I visit ships on the waterfront and see first-hand the work in Rota, Bahrain, Norfolk, and Mayport, I see Sailors, civilians, and Families with exactly the right "Salt" to succeed in this era of change. I see Sailors with the determined "Aspiration" to succeed, because failure is not in our DNA. I see leaders with the right "Attitudes" and the "Adaptability" to turn the unscripted into a scripted success. These three As are the qualities that will sustain us during this time of innovation and change.

The CNO's tenets of Warfighting First, Operate Forward, and Be Ready are our creed, and we are living these tenets today. With new technologies, new processes, and new perspectives, we firmly plant ourselves in the tried-and-true priorities of improving surface warrior tactical and technical competence, delivering combat-ready warships, managing wholeness, synchronizing our many lines of effort, and promoting Navy Family wellness.

We, indeed you, are laying the foundation of the Navy's future. Even within these new deployment models and new platforms, we continue to produce and deliver the most capable, highly trained Sailors armed with combat-ready warships, prepared to answer our Nation's tasking and achieve decisive victory at sea. This is my daily reality, and one I share with VADM Copeman, Naval Surface Force Pacific and Commander, Naval Surface Forces.

I am honored to lead the outstanding Sailors of Surface Force Atlantic. We Have the Watch, Be Relevant and All Ahead Flank...

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SHIP LIFE

Midshipmen Experience Life Aboard USS John Paul Jones

STORY BY:
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Naval Surface Force U.S. Pacific Fleet Public Affairs

A group of Naval Reserve Officers Training Corps (NROTC) midshipmen from colleges across the country experienced the taste of saltwater, life and sea for a day aboard guided-missile destroyer USS John Paul Jones (DDG 53), May 29.

The purpose of the day-long cruise was to spark the midshipmen's interest in the surface warfare community as a future career path.

As part of the NROTC program, midshipmen submit their preferences for which warfare community they would like to enter upon commissioning. By getting underway on an active duty warship, this group of future officers received firsthand experience of shipboard life to help make that decision.

"It's definitely not what I expected. There is a lot more to setting sail than I originally thought," said Midshipmen 3rd Class Sarah Hoffman from the University of Auburn. "I've always wanted to get into the aviation field but after today, being a surface warfare officer has really sparked my interest."

During their visit, the midshipmen watched live gunfire exercises, mass causality drills, air-defense exercises, damage control training, high power turns and other ship-handling evolutions.

While gaining knowledge for his future, one midshipman was also able to connect with his past.

"My father served proudly on this ship over 20 years ago. It's a real honor to be able to set sail and follow in his footsteps," said Midshipmen 3rd Class Benjamin Jones from the Illinois Institute of Technology.

Jones's father, retired Navy Capt. Stu Jones, was the ship's supply officer at the time of commissioning. In addition, his sister Megan Jones was the first child christened in the ship's bell during a ceremony that took place when the ship was still under construction.

"I can't think of a better way to start my life other than keeping my family legacy going," said Jones. "The Navy has always provided for me and I would love to be able to provide for my family one day while serving as a naval officer."

The group of midshipmen's time aboard the destroyer was the first among many expected moments that will not only shape their own career, but also those who they will eventually lead after commissioning.

MC3 Zachary Bell | U.S. Navy

LEADERSHIP ROAD TO SUCCESS

CNSL Hosts Commander's Training Conference


MC3 Amber O'Donovan | U.S. Navy


MC3 Amber O'Donovan | U.S. Navy


MC3 Amber O'Donovan | U.S. Navy

STORY BY:
MC3 Amber O'Donovan
Naval Surface Force, U.S. Atlantic Fleet Public Affairs

Commander, Naval Surface Force Atlantic (COMNAVSURFLANT) Rear Adm. Pete A. Gumataotao, hosted a commander's training symposium May 6 at Lockheed Martin's Center for Innovation in Suffolk, Va.

The purpose of the event was to update SURFLANT tenet commanders, commanding officers, and command master chiefs (CMC) on fleet-wide initiatives, achieve alignment within the surface force, and provide a venue where the group could share ideas and provide candid feedback to the type commander.

"Let's share information so we don't repeat old mistakes," Gumataotao said. "I don't mind new mistakes, because that means you are trying."

Gumataotao kicked off the seminar by unveiling the 2014-2019 SURFLANT Voyage Plan, which highlights his vision, priorities and lines of effort. The lines of effort focus on five vital areas: promoting Sailor and Navy family wellness; improving tactical and technical proficiency; improving material readiness; improving the effectiveness of Surface Force Readiness Manual execution; synchronizing lines of effort and aligning with external stakeholders. Collectively, they provide a roadmap for SURFLANT leadership at all levels.

"Leaders are not just all about identifying problems," said Gumataotao. "Good leaders also find a way to adapt to the changing conditions that are thrust upon them. They make a difference and move ahead."

Other topics such as the Optimized Fleet Response Plan (O-FRP) and the changes it will bring to the fleet, updates and changes to the surface warfare officer and junior enlisted training and detailing process, a panel discussion on ethics, waterfront maintenance and the Navy's Wounded Warrior-Safe Harbor program were discussed.

"I'll go back and tell my Sailors that senior leadership is actively looking at the key issues that concern them [Sailors] on a daily basis and taking action on them," said Cmdr. David Pearson, USS Bainbridge (DDG 96) commanding officer. "I know they'll be very interested in the manning and retention topics as well as O-FRP and how it will affect them."

SURFLANT Force Master Chief Susan Whitman then invited the command master chiefs to join her and Fleet Master Chief Charles Clarke from U.S. Fleet Forces Command to answer any questions and address any concerns.

"The fact that we all can get together and discuss things up and down the chain of command, but then have the individual breakouts where CMCs can take off their hats and talk shop about issues that pertain to the enlisted is great," said Command Master Chief Rodd Tooker, USS Tortuga (LSD 46).

Spouses later joined the symposium to attend the Navy Wounded Warrior-Safe Harbor Foundation presentation and learn more about TRICARE, Fleet Ombudsman, Navy Fleet and Family Support Center, and Morale, Welfare and Recreation programs from organization briefs.

CAMARADERIE AND COMPETITION

STORY BY:
Ensign Jessica Kellogg
Naval Surface Force, U.S. Atlantic Fleet Public Affairs

Sailors, Marines, and civilians from Commander, Naval Surface Force Atlantic and 23 of its subordinate commands and units came together for the Surface Line Week (SLW) 2014 closing ceremonies and awards presentation, May 16.

Following a four-year hiatus, SLW returned to Norfolk with a week-long series of competitions in which participants tested their professional and athletic skills.

The anticipation of the announcement of the winners of SLW was palpable as the chanting, cheering, and a bit of smack talking punctuated the ceremony.

"This is something special," said Force Master Chief Suz Whitman of Commander, Naval Surface Force Atlantic. "The camaraderie and the atmosphere in this room are abuzz. There's something special going on, and I know you're feeling it."

SLW opened May 12 with a two-mile Fun Run at Joint Expeditionary Base Little Creek. While competition was fierce from the start, the spirit of camaraderie was strong.

"In what we do, in the profession of arms, it's all about picking each other up, running side by side, and just showing that esprit de corps," said Rear Adm. Pete Gumataotao, commander, Naval Surface Force Atlantic. "And that's why it's very important you are out here representing your command, representing the Navy, representing the Marine Corps. It's one team, one fight."

The professional-skills competitions included a Corpsman Relay, Seamanship Olympics, Damage Control Olympics, Search and Rescue Relay, and a .50 caliber gun shoot. The events were designed to allow Sailors an opportunity to demonstrate their knowledge and skills in common shipboard evolutions while earning professional pride in a competitive environment.

"They see the way we train aboard USS Gravely (DDG 107) really works," said Command Master Chief Neal Olds. "They came back from these events saying: 'We do it so much better than the other ships! We really kicked butt!'"

Probably one of the most coveted awards of the SLW 2014 was in the Damage Control Olympics. During the event, teams completed a knowledge test; ladder, P-100 pump, and desmoking relays; pipe-patching; and a firefighting ensemble dress-out race.

"On Anzio, we take tremendous pride in damage control," said Damage Controlman 1st Class Tracy Thatcher from USS Anzio (CG 68). "We were excited to show the waterfront that we are the best!"

Junior officers and Boatswain's Mates were at the center of the Seamanship Olympics competition, which included knot


MC3 Lacordrick Wilson | U.S. Navy


MC3 Amber O'Donovan | U.S. Navy

tying, Boatswain pipe calls, a line heave, a maneuvering board (moboard) challenge, ship handling, and a Rules of the Road test.

"I really enjoyed the moboard challenge because I love testing my skills" said Ensign Greg King, from USS Mahan (DDG 72). "I think SLW is an amazing opportunity for Sailors around the waterfront to show off their skills not only to other ships but maybe even to their own."

Winners were named in both the amphibious ship category and the cruiser/destroyer category for each professional-skills event. USS San Antonio (LPD 17) and Anzio won in their respective categories in the Seamanship and Damage Control Olympics. USS Wasp (LHD 1) and USS Monterey (CG 61) won the Corpsman Relay, USS Fort McHenry (LSD 43) and USS Mitscher (DDG 57) won the Search and Rescue Swimmer competition, and San Antonio and USS Barry (DDG 52) took first place in the .50 caliber gun shoot.

Competition in the athletic events was just as fierce. Iwo Jima and Mitscher won the softball and masketball tournaments; San Antonio and USS Gonzalez (DDG 66) won the volleyball tournament; Afloat Training Group Norfolk and Mahan won the bowling tournament; and Iwo Jima won the golf tournament.

Concluding the week of competition, culinary events at the awards ceremony included a burger cook-off, chili cook-off, and a cake decorating contest. The cake submitted by the culinary team from Iwo Jima depicted a three-dimensional rendition of the flag-raising on Mount Suribachi during the Battle of Iwo Jima. The large cake was a team effort, created by Culinary Specialist 1st Class Danalyn Foster, Culinary Specialist 2nd Class Sarah Nyamgero, Culinary Specialist 2nd Class Jakelia Owens, and Culinary Specialist Seaman Apprentice Kiasia Wilson.

"It was exciting to just be on the team, since baking cakes is normally a one-person job," said Owens. "I was excited to work with CS2 Nyamgero and see her vision come alive."

Shortly after announcing Iwo Jima as the winner in the chili, burgers, and cake competitions, Gumataotao was ready to announce the overall SLW 2014 winners.

"Thank you all for the energy and the passion that you showed today and this entire week. Thank you for taking the time out to celebrate who we are as surface warriors," Rear Adm. Guamtaotao said as he announced Mitscher as the number one ship in the cruiser/destroyer category and Wasp in the staff/amphibious ship category.

With cheers of "We are Wasp! We are Wasp!" resounding though the room after Gumataotao announced their win as the overall winner of SLW 2014, Sailors immediately began talking about next year's events.

"I can't wait," said Ship's Serviceman 1st Class Bryant Wise from the Iwo Jima. "It's going to be even bigger and better."


MC3 Amber O'Donovan | U.S. Navy


MC3 Lacordrick Wilson | U.S. Navy

UPDATE: Enlisted Advancement Policy

STORY BY:
MC1 Elliott Fabrizio
Chief of Naval Personnel Public Affairs

NAVADMIN 114/14 announced changes to its current enlisted advancement policy, including a new formula for the Final Multiple Score (FMS) and changes to the Command Advancement Program (CAP) May 15.

These revisions are designed to reward sustained superior performance and strengthen the role of the Command Triad (commanding officer, executive officer, and command master chief) in the advancement of their Sailors.

"This isn't the first time we've done this," said Master Chief Petty Officer of the Navy (MCPON) Mike Stevens. "Periodically we take a look at how we're advancing Sailors and how the Final Multiple Score is put together. We do that based on feedback we get from the Fleet."

The Final Multiple Score is a weight-based calculation used to rank Sailors eligible for advancement.

In the new FMS, the value of the advancement exam becomes the largest factor considered for advancement to E4 and E5, increasing in weight by eight percent, going from 37 percent to 45 percent.

For E6 and E7, Performance Mark Average (PMA) becomes the largest factor in determining Sailors' FMS. For advancement to E6, PMA increased three percent and now counts for 50 percent of the FMS calculation. For advancement to E7, PMA increased 10 percent to count for 60 percent of the total FMS.

This adjustment changes the emphasis on how performance is measured for junior and senior Sailors.

"Leadership's expectation is that junior Sailors know their occupational skill," said Fleet Master Chief for Manpower Personnel Training and Education April Beldo. "As they rise to the level of E6 and E7, we're looking for them to be ready to be in a management and leadership role, so their performance is more weighted."

The Good Conduct Medal and the Reserve Meritorious Service Medal will no longer contribute award points in the FMS.

"We were seeing that the majority of our Sailors receive this award, and so to give a point for it was a zero sum," said Stevens. "Sailors weren't gaining anything by it."

Sailors who pass the advancement exam, but do not advance due to quotas limitations, are eligible to receive Pass Not Advanced (PNA) points; however, the new policy limits PNA points to the top 25 percent of Sailors. 1.5 PNA points go to the top 25 percent of Sailors by test score, and 1.5 go to the top 25 percent by Performance Mark Average.


MC2 Jared King | U.S. Navy

"I believe putting this 25-percent window in place will motivate Sailors," said Stevens. "It's not just about passing the exam. It's about passing the exam with flying colors."

Total PNA points in the FMS are determined from a Sailor's last five advancement cycles for a maximum of 15 possible points.

Service in Pay Grade has been reduced from seven percent to a weight of one percent of the Final Multiple Score for advancement to E4 through E6.

Changes to the Command Advancement Program (CAP) will take effect Oct. 1 for Fiscal Year 2015.

The new policy establishes the period from July 1 to Sept. 30 as the Navy's CAP Season, and that timeframe is the only time that commands can CAP Sailors.

MCPON added that this change is designed to prevent commands from inadvertently over manning ratings by promoting Sailors after the Navy establishes the quotas needed based on vacancies.

"By capping first and then building the Navy-wide advancement exam quotas, we prevent that from happening and allows us to maintain stable rating health," said Stevens.

Commands must use their remaining quotas for CAP from the current policy prior to Sept. 30.

SURFOR, Arriving!

STORY BY:
MC2 Laurie Dexter
Navy Public Affairs Support Element West, Det. Hawaii

Commander, Naval Surface Force U.S. Pacific Fleet, Vice Adm. Tom Copeman visited Joint Base Pearl Harbor-Hickam (JBPHH) during a tour, May 14.

During the tour Copeman conducted an all-hands call in addition to visiting the Ticonderoga-class guided-missile cruiser USS Chosin (CG 65) and guided-missile destroyer USS Chung-Hoon (DDG 93).

Copeman's visit comes in the wake of Chosin and Chung-Hoon being awarded the Battle "E" Efficiency award, which were presented in March 2014.

The visit gave Copeman an opportunity to talk with Sailors and address any concerns or issues they may have.

"It's always significant when you have a three-star admiral, our boss, coming aboard to address the crew," said Cmdr. Troy Fendrick, executive officer of USS Chosin. "It lets the crew know that our chain of command is engaged and that we do care about what it is we do and our future. I think it is critical that he does come aboard to identify any issues and concerns that the crew has."

Copeman's main focus was training efficiency when he spoke with the crew of Chosin on the flight deck of the ship.


MC3 Johans Chavarro | U.S. Navy


MC3 J... ...arro | U.S. Navy

"I think the chiefs are the center of gravity in leadership, training and education," said Copeman. "At the end of the day, we can have the fanciest gear in the whole wide world and the most advanced weapon systems, but if the people that we have on these ships don't know how to operate it and maintain it, all is lost and we've wasted all our money."

The ship's hard work and dedication to proper training played a major role in its receiving of the Battle "E" award.

"When the crew heard they were a Battle 'E' winner," said Fendrick, "the morale went up. Looking back at all the hard work they did, it just paid off. It was huge."

The Battle "E" can be presented to ships, submarines, aviation and other units and is given only to those that achieve the highest standards of battle readiness.

To win the Battle "E" a ship must excel and earn Excellence Awards in Maritime Warfare, Engineering/Survivability, Command, Control, Communications and Information Warfare, Logistics Management, and Ship Safety.

WARFIGHTING EXCELLENCE

STORY BY:
Cmdr. Charlos Washington and Lt. Timothy Swanson
Naval Strike and Air Warfare Center - TLAM

The Naval Strike and Air Warfare Center (NSAWC), located in the high desert of Nevada, is a uniquely-instrumented training facility with a proven commitment to warfighting excellence and tactical innovation, making NSAWC a premier command within the Department of Defense. The standardized and formalized unit/integrated level training, tactical development and evaluation available are the bedrock for the tactical aviation combat training continuum and syllabi. The following departments support the centralized nature and Fleet-wide standardization to allow for maximum depth across the breadth of Naval Aviation: Aviation Intelligence (N2), Air wing integrated training (N5 - Strike), Airborne Command and Control Weapons Tactics Instructor Course (N6 - CAEWWS), Strike Fighter Tactics Instructor course (N7 - TOPGUN), Mountain flying and Seahawk Weapon Tactics Instructor course (N8 - SEAWOLF), Airborne Electronic Attack Weapons Tactics Instructor course (N10 - HAVOC) and the recently re-established Tomahawk Land Attack Missile (TLAM) Cell (N20 - TLAM)... TLAM was re-established in 2013 as a warfare department in Fallon as one way the Navy is attacking warfare integration, enhancing fleet-wide training continuum and providing advanced professionals through an academic investment (formal schooling) and a commitment to revision, development and validation of tactics techniques and procedures (TTPs).

Current operations: Directed by CNO and supported from United States Fleet Forces (USFF) , NSAWC re-established the TLAM cell to provide an authoritative command to revise, develop, and standardize strike TTPs. The TLAM cell employs the Mission Distribution System with embedded Tomahawk Planning System (MDS-eTPS), with Strike over Secret capabilities manned by surface and subsurface warfare qualified officers. The cell has established electronic connections to forward fleets, Naval Surface Warfare Center Dahlgren, USFF, Cruise Missile Support Activities Atlantic and Pacific (CMSAL/P), and Tactical Training Group Atlantic and Pacific (TTGL/P) facilities with standing memorandums of understanding to request and receive analysis support from NAVAIR Program Office entities to support development, testing, standardization and analysis/validation of fleet driven TTPs. Using this equipment and standard NSAWC practices, the cell has established an integrated scenario that melds into the Aviation requirements air wings must complete. The syllabus, although in revision, is a large step beyond the previous interaction where TLAM was completely white carded.

The TLAM changes and updates to NSAWC's well-established Air Wing Fallon syllabus also provide the initial opportunity for Commander Strike Group TLAM individuals and Carrier Air wing Commander (CAG) strike leads, Deputy CAG, and CAG to learn each other's specific piece of the Strike warfare puzzle prior to group sails, COMPTUEX, and JTFEX. For the enlisted TLAM team, 80 percent of all missions created to support Air Wing Fallon are completed using the MDS-eTPS automatic mission planning software. This requires the team to quickly understand basic mission planning and the capabilities and limitations of the systems to generate a tactically viable mission and build confidence that the software can build a mission with medium to high confidence of success depending on the threat environment. The CSG Strike officer attends the Strike Lead Advanced Training Syllabus (SLATS), given to the air wing personnel, which establishes the foundation for how the air wing conducts mission planning and executes strikes. Attending SLATS for a SWO or SUB qualified officer professionally broadens young junior officers, allows them to better understand TACAIR mission planning and fully participate in the Strike planning process. For strike leads, CAG and DCAG, it provides an early opportunity to expose any misconceptions, needed training points and friction points that occur when TLAM strikes are required/desired, creating stronger and more defined tactical and operational command and control relationships. Lastly, the early engagement highlights interaction points and Fleet-wide lessons learned required for success during future Tactical Training Group Atlantic or Pacific events, i.e. limited integrated airspace and waterspace de-confliction/command and control decisions points.

Future operations: The current model ensures effective employment of TLAM through standardized advanced and integrated

training. TLAM's continued combat readiness and proven operational excellence relies on our ability to enhance the employment of TLAM capabilities and assist in improving overall TLAM training.

Block IV missiles are currently being executed with a Block III mindset and Command and Control.

The capabilities of the Block IV are not clearly understood and/or exceed the tactical and strategic capabilities of recent adversaries giving TLAM a reputation ranging widely from incapable to invulnerable. Current training models compound the problem as training is not sufficiently updated enough to consistently employ the Tomahawk Command and Control system and Block IV capabilities. Overall mission planning (to include strike package generation) does not fully integrate the improved capabilities of the Block IV missile. The results are: Block IV missiles are used over just as capable Block III missiles (in some cases – the Block III is more capable), and Block IV specific capabilities are not enabled or integrated into planning where permissive environments exist. Additionally, the lack of integration of Block IV capabilities reduces the opportunities for Tasking Authorities and Strike Coordinators to employ Block IV post-launch execution (PLE) tactics in relatively benign to permissive environments thus building the tactical and technical expertise required for any engagement with a near peer competitor. In essence, the tactical warfighter is restrained from utilizing Block IV missile PLE due to a lack of overall trust in weapon system capabilities and/or understanding of what old and new capabilities afford the operational commander given a myriad of operational environments. This current employment environment persists despite a proven flight test record of more than a thousand of live firings and more than 400 test shots to include 67 Block IV missiles successfully flown in test flights that demonstrated 17 call for fire or redirections, and seven using the limited capabilities of automatic mission planning (six using launch platform mission planning (LPMP) and one using MDS-eTPS). To address moving TLAM employment forward - future TLAM cell tasks will include:

-Enhance standardized TTP development and standardize strike execution to enable full utilization of the weapon system to provide the tactical warfighter greater flexibility and enable the Operational commander to hold at risk a larger target set under various operating conditions/environments.

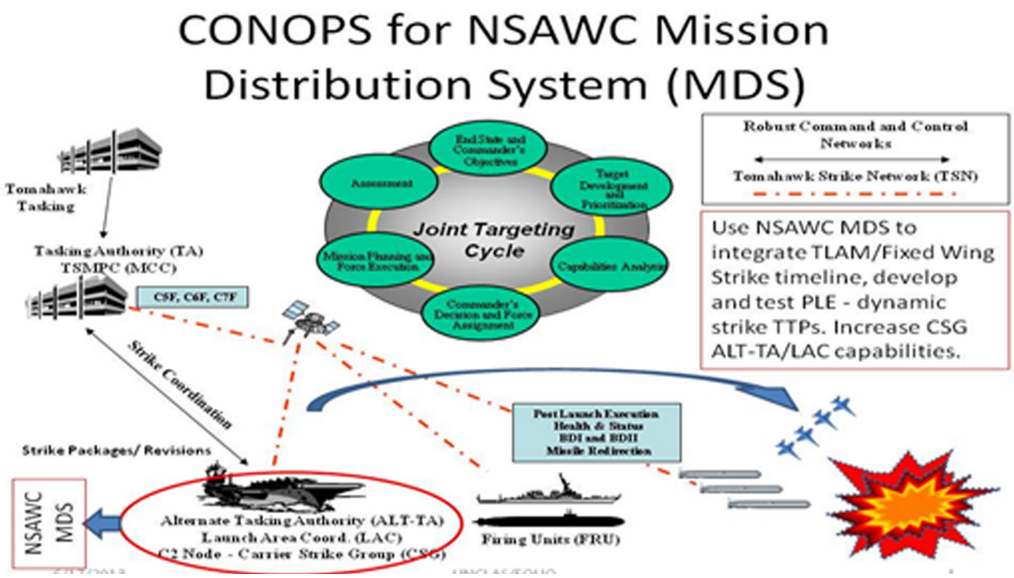
-Create true joint subject matter expertise to develop Joint long range strike mission planning/execution.

-Provide an opportunity for Forward Fleets to conduct SLAMEX-style events with upcoming deployers and provide initial inte gration points and feedback. Early CSG integration throughout maintenance and basic phases.

-Analyze and develop TTPs to support evolving missions i.e. Maritime Joint War at Sea, and re-locatable/mobile target time sensitive strikes supported using post launch execution tactics and techniques and/or emerging technology.

NSAWCs commitment to rapid TTP development through a standardized rigorous process continues to support the TLAM cell and propel fleet-wide standardization within Strike Warfare. NSAWC's significant and close relationship with USFF, CPF, and clearly defined CCDR support, via established MOAs, enable a true fleet-wide perspective and encourage sharing best practices through informal and formal means. Figure 1 shows the concept of operation for the TLAM cell and focus.

For further information on the NSAWC TLAM cell and access to the latest TLAM guidance, TTPs, and general information visit our website: http://www.nsawc.navy.smil.mil/i_pages/Fleet Training/TLAM/TLAM.htm through 01August 2014 and after 01 August 2014 http://intelshare.intelink.sgov.gov/sites/nsawc/sitepages/home.aspx via the Fleet Training tab and contact us at: NSAWC_FALN_TLAM@navy.mil or tlam.nsawc@navy.smil.mil.



Helo Power

Navy Conducts Initial Fire Scout, H-60 Helicopter Demonstration Aboard LCS

STORY BY:
Naval Surface Force, U.S. Pacific Fleet Public Affairs

Sailors aboard USS Freedom (LCS 1) demonstrated the future concept of operations (CONOPS) for manned and unmanned helicopters aboard littoral combat ships during an underway off the coast of San Diego April 25-May 16, in preparation for an initial deployment of the aircraft later this year.

U.S. 3rd Fleet and Commander, Carrier Strike Group 15, formerly known as Commander, Strike Force Training Pacific, coordinated the demonstration aboard Freedom with both the manned, multi-mission MH-60R Seahawk and the MQ-8B Fire Scout, a vertical take-off unmanned aerial vehicle, operating together.

"This assessment marks yet another MQ-8 system success in demonstrating effective unmanned aviation integration at sea," said Rear Adm. Mat Winter, who oversees the Program Executive Office for Unmanned Aviation and Strike Weapons. "The effective blending of manned and unmanned aviation capabilities on LCS is key to providing our Navy the affordable warfighting capabilities they need to be where it matters, when it matters."

The demonstration included one MH-60R and one MQ-8B both flown by Helicopter Maritime Strike Squadron (HSM) 35, Detachment 1, aboard Freedom with a surface warfare (SUW) mission package installed. SUW provides fleet protection from small boats and other asymmetrical threats. The event informed the fleet on the status of the "system of systems" integration for the USS Fort Worth (LCS 3) deployment this fall.

HSM-35, the Navy's first composite expeditionary helicopter squadron, became the first squadron to support LCS with both the MH-60R and MQ-8B Fire Scout. The squadron evaluated operating concepts and procedures to determine the adequacy of the composite aviation detachment manning structure of 24 people.

"The men and women of the 'World Famous Magicians' of HSM-35 could not have been more excited to operate the Navy's newest aviation assets (MH-60R and MQ-8B) from the Navy's newest class of ship," said Cmdr. Christopher Hewlett, HSM-35 Commanding Officer. "My Sailors from HSM-35 Detachment 1 working with the Freedom team demonstrated that composite aviation operations will remain a robust and integrated capability for the future of the littoral combat ship's missions."

As the next generation submarine hunter and anti-surface warfare helicopter, the MH-60R is the cornerstone of the Navy's Helicopter Concept of Operations and the Fire Scout system provides unique situation awareness and precision target support for the Navy.

"Freedom has always been envisioned to have a combined detachment of MH-60R and Fire Scout air capability," said Cmdr. Rich Jarrett, Commanding Officer of LCS Crew 102 aboard Freedom. "We have the mission systems onboard, whether it's surface warfare, ground control stations, or any of the components that allow us to operate both the unmanned vehicles and manned aviation systems."

Among the missions used in the demonstration was a combined use of two 11-meter RHIBs (Rigid Hull Inflatable Boat), the MQ-8B and the MH-60R to board a vessel at sea. Jarrett added that LCS-class ships were designed to operate a host of manned and unmanned vehicles, to bring a better picture of a given situation to improve coordination of all mission assets.

"This exercise really demonstrated the use of all our off-board vehicles together," he said. "They support one another and provide us greater mission capability and visibility to monitor an ongoing mission that is taking place outside the ship via video surveillance, electronic sensors, or as a communication link. At one point we had our boarding team on the boarding vessel communicating via radio through the Fire Scout."

LCS is expected to routinely deploy with one Fire Scout in addition to an H-60 as part of its surface warfare, anti-submarine warfare, and mine countermeasures mission packages. The Fire Scout will complement the H-60 by extending the range and endurance of ship-based intelligence gathering operations.

"The future in any kind of warfare, I think, is unmanned vehicles and unmanned systems," he said. "This is just one example of where we are heading, both in the Navy and LCS in particular, by extending our reach by operating robots and unmanned systems where typically we wouldn't be able to get a ship."

MC2 Tim D. Godbee | U.S. Navy

JOINT OPERATIONS

American and French Warships Conduct Joint Training

MC3 Markus Castaneda | U.S. Navy

STORY BY:
MC1(SW) Jason Heavner

Amphibious and surface units from the U.S. and French navies completed a passing exercise (PASSEX) June 6 which honed their interoperability skills and demonstrated the close operational relationship enjoyed by the two NATO allies.

Amphibious Squadron (CPR) 8 led the exercise from aboard the amphibious assault ship USS Iwo Jima (LHD 7), which participated from Naval Station Norfolk while conducting repairs. U.S. destroyers USS Laboon (DDG 58) and USS Cole (DDG 67) also participated along with Landing Craft Air Cushion (LCAC) hovercraft from Assault Craft Unit (ACU) 4.

The French ships included the amphibious assault ship FS Mistral (L9013) and frigate FS La Fayette (F710).

An important part of the exercise was to complete and renew interoperability certifications which must be completed on a bi-annual basis in order for the units to remain certified for joint operations.

The week-long exercise began with French and American midshipmen swapping ships for tours of Iwo Jima and Mistral. French Sailors commented on the size and capabilities of Iwo Jima, and American Sailors enjoyed the cleanliness, very large passageways and easy-to-manage stairs of Mistral, which was commissioned in late 2005 as the first in its class.

The PASSEX included joint planning and engagement, communications exercises with all units, surface warfare and a live fire exercise where the ships jointly attacked a floating target and coordinated maneuvering and firing at different ranges and with different types of munitions.

The exercise also featured an air defense exercise where a Lear Jet tows a dummy missile toward the ships and the ships' air defense systems react to intercept the threat. The LCAC units of ACU 4 certified Mistral's ability to recover and launch the large, high-speed hovercraft units during daylight and at nighttime, and the Mistral's commanding officer rode aboard LCAC 27 during the certification.

The ships also conducted a joint replenishment at sea and flight deck interoperability qualifications for the units.

"We were able to conduct a successful PASSEX and achieve all of our major milestones due to the professionalism and talent of the Sailors of both countries," said Capt. Timothy Schorr, commodore, CPR-8 and exercise commander. "It takes a lot of planning and coordination, in addition to great seamanship to accomplish what we did. I've very proud of each and every Sailor that took part in the exercise."

These types of exercises allow joint operations during emergent combat events or humanitarian and disaster relief efforts which must be responded to immediately.

"The exercise gave the crew of Mistral the chance to expand their capabilities in the amphibious warfare realm. Also when we deploy, there's always a high probability that we will work with foreign navies so it's always advantageous to have that baseline so we can operate bilaterally in a seamless fashion," said Lt. John Gray, CPR 8 operations officer.

As founding members of NATO, the U.S. and France have participated in joint training and exercises since NATO's founding in 1949.

Mission Ready

LCS Mission Module Navy Reservists Train and Serve aboard USS Independence

STORY BY:
MCCS (SW/AW) Donnie W. Ryan
Naval Surface Force U.S. Pacific Fleet Public Affairs

For a small group of Navy Reservists assigned to Littoral Combat Ship Mine Countermeasures (LCS MCM) Mission Module Unit Mayport, recent months have provided plenty of excitement and hands-on training opportunities aboard the littoral combat ship USS Independence (LCS 2).

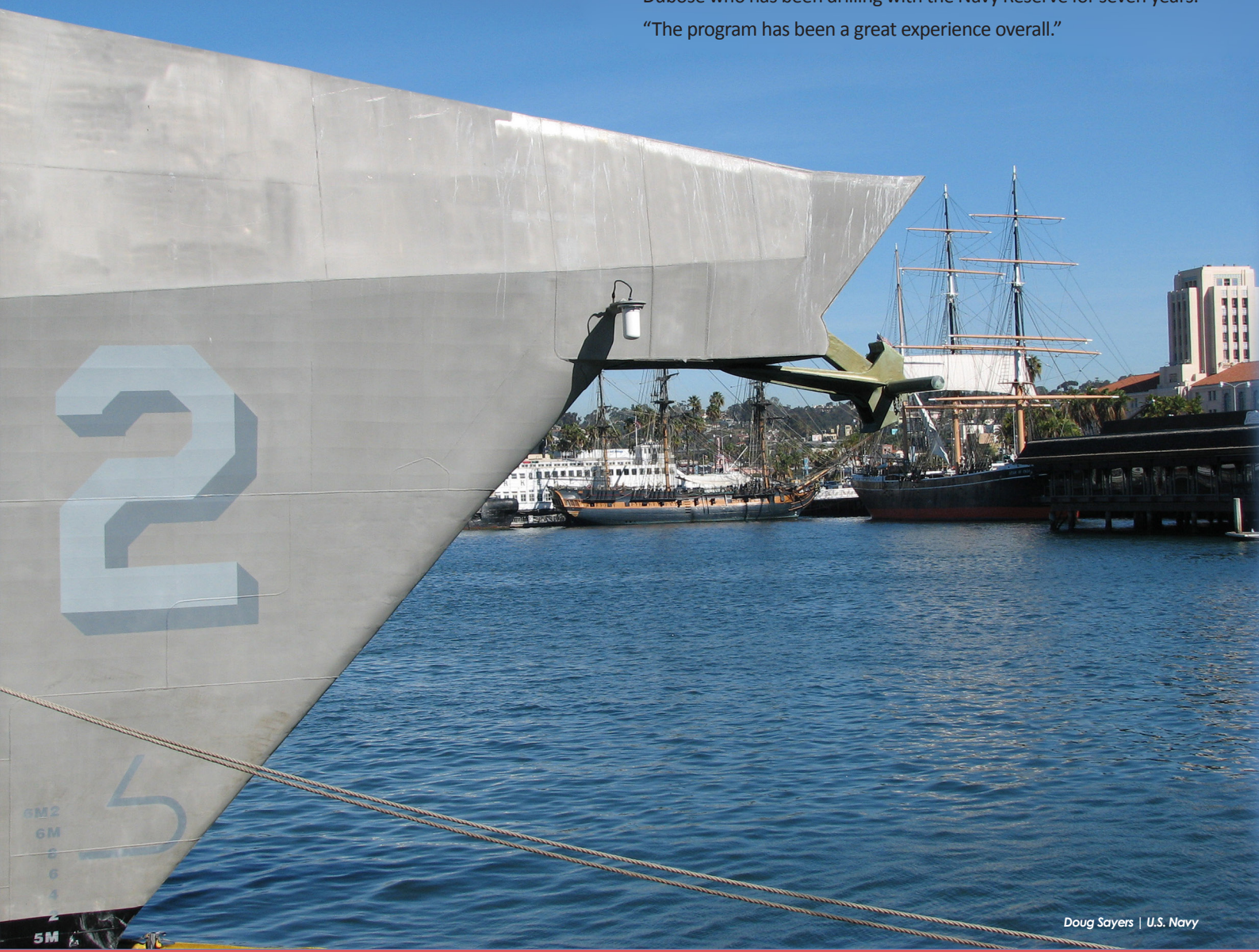
Three Navy Reserve Sailors from LCS MCM Mayport recently spent more than two months providing direct MCM support to the crew of Independence during training operations off the coast of Southern California and several others are currently in the "Train to Qualify" (T2Q) pipeline.

LCS MCM Mayport's mission is to provide manpower support to the LCS mission module program through the integration of the Navy Reserve force with their active counterparts. This Navy Reserve mission directly supports the LCS capability of interchangeable module mission packages.

"The T2Q program for LCS is a large task for the average reservist, but one that I have thoroughly enjoyed taking on," said Mineman 1st Class Robert K. Dubose, who has been assigned to the LCS MCM Mayport for the past two years. "With the amount of time you have to put into the school pipeline, you have to be motivated to complete it."

Dubose said he has completed about 80% of the T2Q program with only a few billet-specific schools left to complete.

"There are a lot of cogs that have to turn to make everything work with the reserve side of things which can be trying at times," said Dubose who has been drilling with the Navy Reserve for seven years. "The program has been a great experience overall."



Doug Sayers | U.S. Navy

MCC Keith DeVinney | U.S. Navy

Unlike many Navy Reserve units that can limit the way a reservist can serve, Dubose said the LCS program puts the individual on board the ship and directly involved in the mission.

"Working with the ship's crew was an amazing experience," said Dubose. "From the first day on board I was treated like I had been on the crew since day one. Several of my junior Sailors were underway on Independence for two or three months and had the same experiences."

Hundreds of hours of classroom training, in addition to hands-on training, are required to complete the T2Q program.

"We were originally told this would take reservists approximately three plus years to complete, but some of us will be complete in half that time," said Chief Mineman Kevin S. Landers who has served in the Navy Reserve for 10 years. "I spend most of time coordinating the training requirements for the Sailors in my unit, making sure we have the same qualifications as the active duty."

The T2Q program for an active duty Sailor assigned to the LCS program typically takes between 7-12 months to complete.

Landers said the Navy Reserve LCS program really focuses on the integration of active duty and Navy Reserve Sailors.

"We have a great working relationship with the active duty detachments," said Landers. "So much so, that they ask for our Sailors by name when requesting support."

This positive working relationship is not just present on board the ships, but can be seen throughout the training pipeline.

"When I go to the school house I recognize a lot of the instructors that I served with side-by-side, and that's the same for my shipmates aboard ship," said Mineman 1st Class (EXW/SW) Albert Payton, who spent four years on active duty before joining the Navy Reserve. "Having that open doorway allows me to assist my peers in the unit to archive better training and feel comfortable aboard ship."

Payton said that he has been in the T2Q pipeline since March, taking classes at Naval Base Point Loma in San Diego where the Navy's Mine Warfare Training Center is located, and uses the opportunity to talk to other Navy Reserve minemen about the LCS program.

"I make it a point to visit other Navy Reservists and talk to them about the LCS program and how it is high tempo," said Payton, who served in deck, combat and weapons divisions aboard minesweepers while on active duty. "You're able to get a lot of active duty time and really get your hands dirty with the RMMV [remote multi-mission vehicle], organic mission planning, watchstanding and qualifications."

In addition to getting experience, there is also another major advantage to the Navy Reserve LCS program.

"I have never seen another unit in the Navy Reserve where you are able to obtain your ESWS [enlisted surface warfare specialist] pin," said Payton. "This program allows you to do so, and it's because of the collaboration with our active duty counterparts."

In a time when the Navy's budget is under scrutiny, the use of Navy Reservists to augment both the LCS mission and maintenance programs helps reduce the cost of contract maintenance while also providing increased operational capabilities.

More than 400 Navy Reservists across the country are currently assigned to LCS support units and are divided between sea frame support and mission module support units. Sea frame units concentrate on augmenting the ship's maintenance program while the mission module units support surface warfare and mine warfare in addition to anti-terrorism force protection (ATFP) and mission module maintenance.

As the Navy's fleet of littoral combat ships increases, there will also be a need for more Navy Reserve units and more Navy Reservists to support both the maintenance and mission module programs.

"The LCS program is new and still in development which provides motivated Sailors, Active and Reserve, the opportunity to be a pathfinder," said Lt. Cmdr. Michael Husband, the commanding officer of LCS MCM Mayport. "I've found that LCS Sailors are taking the opportunity to be a team player while also being self-resilient, and are extremely excited to shape the future of the Navy by being part of the program."

Husband said the "train to qualify" process ensures that Sailors are ready for deployment certification prior to embarking on the LCS by leveraging state of the art shore based training facilities and detailed pipelines.

"From everything I have seen, the LCS active duty crews have come to appreciate how reliable, motivated, and willing Reservists are to provide meaningful support; whether it be inport maintenance, inport ATFP support, or underway mission module support," said Husband.

Underway Replenishment

Getting Hands-On Experience on Land for At-Sea Operations

U.S. Navy Photo

STORY BY:
Alyce Moncourtois
Naval Surface Warfare Center, Port Hueneme Division

Question: How do sailors get experience moving cargo, ammunition and fuel from one ship to another?

Answer: Go to the experts at Naval Surface Warfare Center, Port Hueneme Division (NSWC Port Hueneme).

As the Navy's only fully-equipped and operational underway replenishment (UNREP) test site, NSWC Port Hueneme has provided replenishment training and engineering services to the surface fleet since 1963. The command's team of engineers and technicians are the fleet's full service UNREP agents, maintaining critical capabilities that allow the fleet to remain at sea for as long as necessary.

The NSWC Port Hueneme UNREP team is made up of engineers, technicians and active duty military personnel. The team is the In Service Engineering Agent (ISEA) for UNREP systems in the fleet and maintains the Navy's only full scale test site dedicated to UNREP design and development.

"We are considered the Navy's Center of Excellence in the field of underway replenishment," said Bob Hilger, NSWC Port Hueneme UNREP manager. "Our team consists of civilian and military professionals who thoroughly understand the operation of the UNREP system. In fact, they are designing the UNREP system of the future."

The UNREP test site is configured with all the same equipment found on both sending and receiving ships in the fleet, which makes it realistic and ideal for practical, hands-on training for any surface fleet sailor. It also offers an opportunity to train in a controlled environment where the risk to trainees and training personnel is mitigated.

Port Hueneme offers familiarization training to the deck crews from a variety of ships: carriers, amphibious ships, surface combatants, Military Sealift Command (MSC) ships, and the ships MSC charters. In general, training is conducted for sailors whose ships are home ported on the West Coast and visit Port Hueneme for a ship assessment. On an annual basis, Port Hueneme personnel provide approximately 8-12 UNREP training sessions.

"Most of the trainees that come here have never experienced an actual UNREP evolution," said Hilger. "Our job is to give them a thorough understanding of the procedures with hands-on learning from our team of professionals."

While Port Hueneme provides practical, applied training, there is also an UNREP school in Little Creek, Va., that provides classroom instruction.

"Although the school in Virginia provides textbook training and some hands-on training," said Hilger, "Port Hueneme has full capability to provide sailors the training they need for their specific equipment. In other words, they can practice at our test site with hoses, rigging, machinery and controls that are identical to what they will find on their ship – and that is very valuable."

Training usually lasts about four to five days. It starts with classroom training in standard operating procedures for UNREP maneuvers. The

sailors learn about rig team organization, safety procedures and communications. The instruction is often provided by the same engineer or technician that will be providing shipboard training.

Then, trainees receive hands-on machinery practice for fuel and cargo rig-sending and receiving, which can be tailored to their ships' specific configuration. During the training, sailors get the rare opportunity to operate and rig both the delivery side machinery and the receiving stations. This hands-on training gives them an appreciation for the choreography that is required to conduct a safe UNREP evolution.

"For me, the most important part of the training was learning the delivery side," said BM2 Adam Garnett from LCS 3 who attended training in February 2014. "You can't find this kind of training anywhere."

Another LCS 3 sailor described his most valuable lesson this way.

"Learning how to operate the Robb Coupling [an alternative fuel rig arrangement] was something we really needed to know," said BMC Dan Robertson. "It is really an important procedure and it's best to practice that on land."

When sailors leave Port Hueneme, they have confidence in their ability to receive fuel and cargo rigs at sea; they understand their ship-specific rigging arrangement and drawings; and they comprehend the value of maintaining UNREP station weight-testing documentation.


U.S. Navy Photo

"Underway replenishment maneuvers are challenging, even for the most experienced individuals," said Hilger. "There are many things to consider for a successful replenishment evolution – and they all must come together seamlessly while two ships move along side-by-side, approximately 120-140 feet apart, in various sea states."

While at sea, sailors continue their dialog with UNREP personnel through distance support capability. This exchange of information between the crew and Port Hueneme personnel ensures the onboard UNREP system works properly when needed anywhere, anytime in support of the ship's assigned mission.


U.S. Navy Photo

Integrated Air and Missile Defense Weapons and Tactics

STORY BY:
Lt. Cmdr. Matthew Cox
Navy Air and Missile Defense Command

Emerging threats and advances in Integrated Air and Missile Defense (IAMD) technology require a new approach to the development of warfighting expertise. Shipboard operators and tacticians must be properly trained to maximize the effectiveness of combat systems against emerging adversary technologies. Navy Integrated Fire Control-Counter Air (NIFC-CA), SM-6, the Cooperative Engagement Capability (CEC) equipped E2-D, and the emergence of the F-35 fifth generation fighter aircraft demand a re-evaluation of how the Navy trains, maintains, and employ IAMD forces.

In late 2012, the Surface Warfare community began an initiative to develop expertise in IAMD. Navy Air and Missile Defense Command (NAMDC), in conjunction with Aegis Training and Readiness Center (ATRC) and the Center for Surface Combat Systems (CSCS), began developing a course intended to produce a cadre of IAMD subject matter experts to the Fleet. The pilot course graduated in November of 2013 with seven IAMD Weapons and Tactics Instructors (WTI), and Class 14-0010 delivered four WTI's to the Fleet on 16 May 2014.

The nineteen week IAMD WTI curriculum consists of seven weeks in advanced AEGIS and SSDS technical and tactical instruction (CIN: A-2F-0020), and is taught by ATRC staff. This course is designed provide a foundation of knowledge required by our cadre of tactical experts. It is followed by 12 weeks of subject matter expertise (SME) immersions led by NAMDC (CIN: A-121-0097). SME Immersions include C4I, space operations, Area of Responsibility (AoR) specific defense design analysis, electronic warfare, joint theater air and missile defense,

ground based mid-course defense (GMD), joint ballistic missile defense planning and employment, and two weeks of Hawkeye WTI academics at Naval Strike and Air Warfare Center (NSAWC) in Fallon, NV. At all stages of the curriculum, candidates are trained in advanced instructional techniques and are required to demonstrate proficiency in those techniques prior to graduation. The culminating event for the WTI candidates is training and evaluating prospective Commanding Officers and Department Heads during the week-long Air and Missile Defense Commander's Course.

As IAMD WTIs arrive on the waterfront, their influence will extend beyond the lifelines and will impact all levels of operations. LT Chris Murphy is a WTI student who is slated to CSCS Det Norfolk. Murphy most recently served as fire control officer (FCO) in USS RAMAGE (DDG 61), and completed his first division officer tour aboard USS JOHN S. MCCAIN (DDG-56). He served as AAW and BMD mission leads, and Air Warfare Coordinator and BMD Watch Officer during RAMAGE's recent Mediterranean deployment.

"On deployment I was exposed to the full range of IAMD missions, and realized the need for advanced tactical training and TTP development in the surface community," says Murphy. "I'm really excited to be a member of this WTI class, and am looking forward taking what I learn here to the Fleet. I'm glad to see the SWO community commit to advanced tactical training."

Class 14-0020 convened on 27 May 14 and will graduate on 03 October 14. Class 14-0020 is filled to capacity with twelve Surface Line officers (1110). Five candidates will form the initial cadre of Force Air Defense Officer (FADO) Instructors at Center for Surface Combat Systems waterfront detachments. Three candidates are expected to fill IAMD training positions at Afloat Training Group commands. Two candidates are assigned to SWOS awaiting Department Head training and one candidate is assigned to NAMDC. The remaining candidate will be assigned to the Naval Surface Warfare Development Command in San Diego, CA. These students represent a wide range of IAMD expertise and experiences that greatly benefit the interaction and learning in both the classroom and the laboratory. Fiscal Year 2015 course convenings are scheduled for October 2014, March 2015 and August 2015.

IAMD WTI candidates will be post-division Officers (SWOs and Surface LDO/CWOs) who have been recommended by their Commanding Officers, completed the application process, screened by Navy Personnel Command, and approved by NAMDC. Selectees who successfully complete the curriculum will be designated as an IAMD WTI and will receive the KB1 additional qualification designator. Pre-requisites for submitting and application are TS/SCI clearance, SWO qualification, Aegis and-or SSDS tactical shipboard experience, acceptance of the Junior SWO Critical Skills Bonus, Air Warfare Coordinator and-or Tactical Action Officer Qualification, and Commanding Officer's recommendation. Interested Officers should contact their detailers and-or NAMDC at COMPACFLT_DLGR.NAMDC_WTI@navy.mil.

Each IAMD WTI will depart Dahlgren with a level of IAMD subject matter expertise that is unmatched. The IAMD WTI will develop a level of confidence that allows them to deliver a standardized level of advanced tactical training to junior and senior members of watch teams, including Commanding Officers. Ultimately, the IAMD WTI's will arrive in ships, staffs and training commands across the entire fleet and directly influence fleet IAMD readiness.

Commanding Officers are encouraged to promote this program with all members of the wardroom. The IAMD mission is complex and a significant investment in education, training, and experience is required to produce the warfighters of tomorrow.

MCSN Scott Barnes | U.S. Navy

SETTING THE STANDARD

Blue Ridge Performs CUES Training with Japanese Vessel Kunasaki

MC1 Joshua Karsten | U.S. Navy

STORY FROM:
MC2 Class Jeff Troutman
USS Blue Ridge Public Affairs

U.S. 7th Fleet flagship USS Blue Ridge (LCC 19) practiced Codes for Unplanned Encounters at Sea (CUES) with Japanese vessel JDS Kunasaki (LST-4003), June 2.

CUES, a set of procedures recently endorsed by naval leaders at the Western Pacific Naval Symposium (WPNS) this past April, is a guideline for unplanned maritime encounters while at sea, providing standards for communication, safety procedures and maneuvering instructions for naval ships and aircraft.

USS Blue Ridge and JDS Kunasaki rendezvoused at approximately 2200 and practiced signaling protocol, utilizing CUES as a means of maritime communication between one another.

"CUES was primarily developed to reduce regional tensions at sea, giving ships a vital means of communication, for reasons of both safety and security," said Blue Ridge Commanding Officer Capt. Richard McCormack. "This training opportunity with our Japanese allies allowed us to familiarize our watch teams with the recently implemented CUES procedures and provided everyone involved with a unique hands-on training evolution."

Blue Ridge and Kunasaki acted out communication scenarios, giving each other a chance to see how CUES would affect the condition of a real-time situation.

"Solid communication with other vessels in your immediate area is standard operating procedure on the bridge and knowing what to do if you unexpectedly encounter another vessel is critical to the safety and security of our ship," said Lt. Kevin Richardson, Blue Ridge officer of the deck during the evolution. "By utilizing signals, flags, or radios in the sea lanes, we can exhibit quick and effective means of communication with other vessels we may encounter unexpectedly."

Blue Ridge is currently wrapping up a patrol of the Indo-Pacific region, and took the opportunity to train with JDS Kunasaki, which is currently traveling to Pacific Partnership 2014, a yearly training mission improving the relationships between nations and organizations committed to a common goal: the stability and security of the Pacific region.

Blue Ridge has been forward deployed to Yokosuka, Japan for 34 years. As the flag ship for Commander, U.S. 7th Fleet, Vice Adm. Robert L. Thomas, Blue Ridge is vital in maintaining partnerships in the 7th Fleet area of operations.

READY ON ARRIVAL

STORY BY:
Lt. Jason Bilbro
Surface Warfare Officers School

The initial qualification process when reporting to a ship can be a daunting one. In addition to regular responsibilities, Personnel Qualification Standards (PQS) are a necessary, yet time-consuming endeavor for Sailors and officers. Time itself is a vital resource – to the individual and the ship. The press to complete qualifications has the potential to rush individuals, limiting retention of the requisite information which in turn can create safety issues. Conversely, an extended qualification process detracts from a Sailor's ability to contribute to shipboard requirements, or the ship's overall ability to conduct its mission.

Stay in School

The Surface Warfare Officers School Command (SWOS), headquartered in Newport, Rhode Island, is a place where development takes place. SWOS recently assumed responsibility for training enlisted engineering rates across the surface community, and is responsible for nine learning sites and more than 1,000 courses each year to roughly 67,000 students. The command now seeks to support the CNO's "Warfighting First" vision by front-loading qualification requirements in the schoolhouse to allow more rapid qualification aboard ships. This, in turn, allows Sailors to achieve higher-level qualifications during a shipboard tour, and to develop deeper proficiency and wider versatility across the spectrum of tasks.

SWOS is in a position to assume a leading role and minimize the time it takes Sailors to qualify once they report aboard their first ship.

"We seek to provide accession Sailors, both enlisted engineers and surface warfare division officers, with the foundational training to minimize the qualification timeline in a variety of roles," said Capt. Dave Welch, the commanding officer of SWOS. "Any reduction in the amount of time Sailors spend on qualifications at sea is an opportunity to increase the time they spend on warfighting proficiency, technical competency, or material readiness. Additionally, we see this effort as a key component to enhancing retention and preserving quality of life, both in port and at sea."

Basic 3M and Quality Assurance (QA) training is now included for all students in engineering ratings during the Engineering Professional Apprentice Career Track (EPACT) and Basic Engineering Common Core (BECC) advanced courses at the SWOS Command Unit

in Great Lakes. Graduates of these courses complete over 90% of PQS Fundamentals (100 series) towards QA Craftsman and nearly half of the 3M Maintenance Person Fundamentals (100 series). In a continued effort to emphasize 3M adherence and knowledge, a new basic valve maintenance course recently commenced which focuses on the "learn-practice-execute" approach to training.

Where basic damage control (DC) is concerned, SWOS is again seeking to meet the needs of sailors before they enter the fleet. All engineering ratings now receive more than 40 hours of Basic DC training in the schoolhouse. This earns students a recommendation for 20% of Basic DC fundamentals (100 series) and 45% of Systems (200 series) Basic DC PQS requirements.

Verbatim compliance is another concept being impressed upon sailors prior to their transition to the fleet, specifically when it comes to using the Engineering Operational Sequencing System (EOSS). Formal EOSS training is being implemented at the C-school level, with rigorous practical exercises an integral part of the DDG 51 FLT I/II Console Operator Courses.

"The majority of our efforts have focused upon enlisted accession Sailors, but we also spend a significant amount of time on these fundamentals at the Basic Division Officer Course (BDOC), taught in Norfolk and San Diego," added Welch.

Embedded within the eight-week curriculum, BDOC trains first tour division officers in Anti-terrorism and Force Protection (ATFP) fundamentals, in addition to Basic DC and 3M. In the two years since this course was introduced, fleet feedback indicates division officer qualification timelines for in-port and at-sea watch stations have been dramatically reduced, allowing junior officers to pursue advanced qualifications earlier in their careers.


U.S. Navy Photo

LCS - Looking to the Future

Most sea-going members of the Navy can still remember the day they stepped aboard their first ship… and proceeded to spend the next week getting lost. Shipboard Sailors can also recall the lengthy process of learning where each valve, switch or controller was located, and how to conduct casualty control. The lean manning profile of the Littoral Combat Ship (LCS) requires every crew member to be qualified upon arrival, codified as a "train to qualify" requirement for this new class of combatant. In short: the schoolhouse must utilize a realistic and rigorous training process to meet full qualification requirements before the Sailor checks aboard – a daunting task.

In order to achieve such a high level of training, SWOS is pursuing a revolutionary change to the training paradigm, utilizing immersive gaming technology to train LCS technicians, operators and watchstanders in engineering, navigation/seamanship/shiphandling, and tactical employment of shipboard weapon systems.

In late 2015, Cubic Corporation will deliver the next chapter of this training vision, the Integrated Virtual Shipboard Environment (IVSE). IVSE is a 3-dimensional, interactive, LCS simulator, complete with voice controls and ultra-realistic sound effects. Following 27 weeks of training, students are taken on board the LCS platform itself for a ship-ride. They are able to find their way to any space, align equipment, and perform casualty control procedures directly from the school house. The virtual environment is effective.

Lt. Cmdr. Eric Traini, the LCS engineering lead at SWOS, said he is sold on the vision.

"IVSE really is the school ship of tomorrow. The cost saving benefits of being able to train in a near-real environment without burning fuel or experiencing wear and tear on our equipment makes this the right training strategy for the current fiscal environment," said Traini. "Coupled with traditional instructor-led classroom training, this is a powerful tool that will allow us to deliver PQS qualified Sailors, certified watch teams, and Journeyman level maintenance personnel to the fleet straight from the school house."

The software simulates fires, flammable liquid leaks, equipment casualties, as well as any other potential

engineering challenge a Sailor might respond to on board an LCS. Additionally, the technology will talk the student through EOSS controlling actions, with an option to point out mistakes along the way. With three active screens, the student can reference controlling procedures and review them real time, just as they will do aboard ship. Finally, when the student is proficient, the system will administer an assessment to test knowledge retention.

Chief Engineman(SW) Todd Hosselkus, an LCS plankowner and the LCS-2 lead engineering instructor at SWOS, said he is also optimistic about the possibilities that IVSE brings to the table.

"The response to IVSE, particularly from the younger generation of Sailors, has been overwhelming," said Hosselkus. "This type of training is far more engaging to them than a classroom instructor or CBTs [computer-based training] will ever be. If we could replicate this model for all ships, it would put our training light years ahead of where we are now."

The idea of replicating this training experience for other ship classes is merely a glimpse of the possibilities that IVSE brings to the table. For now, the software is being developed exclusively to prepare Readiness Control Officers (RCO) serving on the LCS. The technology, however, could be developed for combat systems, operations, and even damage control as well – for any class of ship. The prospect of sailors showing up to their first ship, already knowing their way around, and already having dealt with complex casualties and maintenance procedures offers real promise to return time to sailors and their commands – time which can open doors to new levels of proficiency and readiness.

SWOS will not stand still as the Navy and its training needs evolve. The advent of new training tools and methodologies allows a re-focusing of efforts to put warfighting first. Qualification requirements take up precious man-hours and resources, but SWOS and others are helping the fleet take back its precious man-hours, one at a time.

ONWARD, SPAIN !

MC1 David P. Coleman | U.S. Navy

USS Ross to be Forward Deployed to Rota, Spain

STORY FROM:
NAVAL SURFACE FORCE, U.S. Atlantic Fleet Public Affairs

USS Ross (DDG 71) departed its Norfolk homeport June 3 on her way to Rota, Spain, as the second of four Arleigh Burke-class guided-missile destroyers to be forward deployed there.

To enhance the security of the European region, two additional ballistic missile defense (BMD)-capable destroyers - USS Porter (DDG 78) from Norfolk and USS Carney (DDG 64) from Mayport, Florida, will also join USS Donald Cook (DDG 75) and Ross over the course of the next 18 months.

"The U.S. has a historically strong partnership with Spain, and the strength of that relationship is exemplified today as the second of four U.S. Navy destroyers departs for Rota, Spain," said Secretary of the Navy Ray Mabus.

"Permanently forward deploying four ships in Rota will enable us to be in the right place, not just at the right time, but all the time."

These multi-mission ships will perform a myriad of tasks, including NATO missile defense, the full spectrum of maritime security operations, bilateral and multilateral training exercises, and NATO operations and deployments.

MCSN Ellen E. Long | U.S. Navy

"The crew is very proud to be forward deployed in Rota," said Cmdr. Tadd Gorman, Ross commanding officer. "This mission presents a valuable opportunity to not only enhance U.S. and European BMD, but to also develop stronger relationships with Spain and all of our NATO allies. We are excited to be deploying to Spain to join the Rota community, and we are ready to represent the U.S. Navy."

Secretary of Defense Leon E. Panetta initially announced the stationing of four Aegis ships to Rota Oct. 5, 2011 in Brussels, Belgiu

USS TRIPOLI

SECNAV Formally Names USS Tripoli

STORY FROM:
Secretary of the Navy Public Affairs


MC2 Armando Gonzales | U.S. Navy

Secretary of the Navy Ray Mabus formally named USS Tripoli (LHA 7) May 30 during an evening parade hosted by Commandant of the Marine Corps, Gen. James F. Amos at Marine Barracks Washington.

"It is a unique evening here at Eighth and I. We are officially naming the next big-deck amphibious ship, the USS Tripoli, LHA 7," said Mabus. "The proud heritage of this name will remind all who come in contact with her of the Marines' storied history, strong present and noble future."

Mabus introduced the ship's sponsor, Lynne Mabus, during the ceremony and she spoke about what it means to be a part of the life of USS Tripoli, the third Navy ship to bear the name.

"I feel especially glad to be the sponsor of the Tripoli," said Mrs. Mabus, "because of so many things that are close to my family and my heart," she added. "She will be built at Huntington Ingalls in Pascagoula, Mississippi. It is at this shipyard that my grandfather worked for decades and where my grandmother was a real life Rosie the Riveter during World War II."

The Tripoli name commemorates the capture of Derna, Lybia in 1805 by a small force of U.S. Marines and approximately 370 Soldiers from 11 other nationalities. The battle, later memorialized in the Marines' Hymn with the line "to the shores of Tripoli", brought about a successful conclusion to the combined operations of the First Barbary War.

"It will be my great privilege to be a part of this ship from laying the keel to christening to commissioning and for as long as she is in the fleet," said Mrs. Mabus. "She will be worthy of the Navy, of the Marine Corps, of the American people and of the name she will bear."

The Secretary and Mrs. Mabus concluded the ceremony by watching the Marine Corps Silent Drill Platoon perform during the Friday Evening Parade at Marine Barracks Washington, D.C.

USS RENTZ
YOU STAND RELIEVED

USS RENTZ DECOMMISSIONED AT NAVAL BASE SAN DIEGO

STORY FROM:
MC3 Todd C. Behrman
U.S. Pacific Fleet Public Affairs

The guided-missile frigate USS Rentz (FFG 46) was decommissioned during a ceremony at Naval Base San Diego, May 9, with friends, family and service members in attendance to celebrate the ship's 30 years of Naval service.

As Rentz Sailors manned the rails, retired Vice Adm. Martine Jules Mayer, the ship's first commanding officer and the ceremony's guest speaker, detailed the ship's history, service record, and included some of his favorite sea stories from his time onboard.

"I have nothing but fond memories and I hope all who served on her feel the same way," said Mayer. "It was a privilege and an honor to be her first commanding officer."

Rentz, commissioned on June 30, 1984 was named after Chaplain George Snavely Rentz, who selflessly gave his life at the Battle of Coral Sea. Rentz gave his lifejacket to a fellow Sailor after his ship, USS Houston (CA 30), was hit by enemy torpedoes and sunk.

"Being a Sailor you have to really love what you do, and if you take care of the ship, the ship will take care of you," said Mayer. "We all have an emotional attachment to it, and we're here to celebrate it."

Rentz conducted Counter-Transnational Organized Crime Operations in the U.S. Southern Command Area of Responsibility during its final deployment, and was responsible for the interdiction or disruption of approximately 5,000 kilograms of narcotics worth $116 million through nine drug trafficking cases.

Nearly 20 of Rentz's plankowners were in attendance at the ceremony along with Mayer, and helped serve as a reminder of the ship's great history.

"There is a requirement for every CO, XO, and CMC that comes into a ship to do the absolute best by the ship and by the crew that they can," said Cmdr. Lance Lantier, Rentz's current and final commanding officer. "You owe that to them and to the legacy of those who've come before you, and we have an excellent legacy."

The ceremony concluded with the retirement of the colors and the debarkation of Rentz's crew.


MC3 Todd C. Behrman | U.S. Navy


MC3 Todd C. Behrman | U.S. Navy


MCSN Edward Gutierrez III | U.S. Navy

INSURV

USS Coronado Completes Final Contract Trials

STORY FROM:
Naval Sea Systems Command Office of Corporate Communications


MCC Donnie W. Ryan | U.S. Navy


MCC Donnie W. Ryan | U.S. Navy


MCC Keith DeVinney | U.S. Navy

USS Coronado (LCS 4) successfully completed final contract trials (FCT), June 6.

The trial, administered by the Navy's Board of Inspection and Survey (INSURV), is part of a series of post-delivery test and trial events through which the ship and its major systems are exercised.

The four-day FCT began with pre-underway and material condition checks, followed by at-sea demonstrations. Trial highlights included combat systems air and surface detect-to-engage scenarios, 57mm gun firing exercises, main propulsion full power and maneuvering testing, and launch and recovery of the 11-meter rigid hull inflatable boat.

"It was a pleasure to witness Cmdr. Johnston and his crew put Coronado through her paces. I was equally pleased with the performance of the ship systems during this, the first final contract trial of the LCS Independence variant," said Capt. Tom Anderson, LCS program manager for the Navy's Program Executive Office Littoral Combat Ships (PEO LCS). "It is clear that the changes incorporated into Coronado, based on lessons learned from the construction and operation of USS Independence, have contributed not only to her affordability, but to her operational capability."

LCS 4 will undergo a Post Shakedown Availability this fall. In 2015, the ship will execute an Initial Operation Test and Evaluation (IOTE) with a surface warfare mission package embarked and then forward deploy.

LCS is a high-speed, agile, shallow draft, mission-focused surface combatant designed for operations in the littoral environment, yet fully capable of open ocean operations. LCS is complementary to the surface fleet, with the ability to counter and outpace evolving threats independently or within a network of surface combatants.

PEO LCS provides a single program executive responsible for acquiring and maintaining the littoral mission capabilities of the class from end to end, beginning with procurement and ending with fleet employment and sustainment.

USS ZUMWALT PLUGGED IN

The first all-electronic ship's crew completes training on integrated power systems at NSWCCD-SSES

STORY BY:
Joseph Battista and Kate Hogarth
NSWCCD-SSES Public Affairs

The pre-commissioning crew of futureUSS Zumwalt (DDG 1000) completedtrainingMarch 14at Naval Surface Warfare Center Carderock Division – Ship Systems Engineering Station (NSWCCD-SSES) where they learned to operate the unique systems of the U.S. Navy's first all-electric ship. This was the first opportunity for the crew to get hands-on experience operating and maintaining theIntegrated Power System (IPS).

"The overall objective for the training program is to provide hands-on operational training to the crew onthe IPS system. This enables them to become proficient in operating and maintaining the equipment," said Ed Harvey, DDG 1000 IPS Land Based Test Site (LBTS) test manager. "The Navy Program Office and ship's chain-of-command made a significant commitment to bring all of the officers and crew to NSWCCD-SSES for training."

The IPS includes the ability to provide power to propulsion, ship services, and combat system loads from common gas turbine generators. This power flexibility allows for potentially significant energy savings and is well suited to enable future high-energy weapons and sensors.

The crew trained on components including main and auxiliary turbine generators, propulsion motors and drives, dynamic braking resistors, auxiliary control panels, and high-voltage switchboards. They also spent time working with harmonic filters, neutral ground resistors, the Integrated Fight-Through Power System (IFTP), power conversion modules, and the emergency diesel generator.

Equipment operation was conducted at the local control level, as well as the remote supervisory Engineering Control System (ECS). The ECS system provides a significant advancement in machinery control with automation for system transitions and power management to support the reduced manning concept for DDG1000.

"The systems of the DDG 1000 are totally different than any other ship I've been on," said Electrician's Mate 1stClass Donald Goldsberry, who has served tours on four other ships. "Up to this point it's been all classroom training, so I'm enjoying getting the hands on experience. When you can touch it and operate it with your own two hands you get a better understanding of the equipment."

The DDG 1000 ship class utilizes a smaller crew size, therefore cross-training and inter-division support was an integral part of the training program developed by NSWCCD-SSES engineers, Naval Sea Systems Command Program Office PMS 500L, and Bath Iron Works (BIW).

"You have some top notch folks engineers here," said Lt. j.g. Jesse W. Packard, from Union, Maine. "They are great teachers. Ask them any question and they have the answer. They are a great wealth of knowledge."

"The engineers training us are very knowledgeable," said Machinist Mate 3rd Class Juan Torres from Houston, Texas. "I've learned more in just a few days of training here than I ever did in the classroom."

he crew divided into two training groups. Each group trained for three weeks. Week one included equipment familiarization; review of electrical, mechanical and controls related to the technical manuals; and initial operation of equipment. Week two focused on remote operation with engineering control systems (ECS). Week three

concentrated on equipment maintenance, local troubleshooting exercises, and borescope inspection of the MT-30 gas turbine engine.

"It's extremely important to have the knowledge of the ship's capabilities and limitations," said Lt. John Weaver, the ship's weapons officer. "Our operators need to have an understanding of the procedures and maintenance of the ship."

Harvey said the goal is to transfer as much equipment knowledge, experience and lessons learned from his team of engineers to the crew so they are ready to handle any situations that might arise when they set sail.

The LBTS test team, who conducted the training, is comprised of engineers and technicians from various NSWCCD-SSES branches. –They are Joe Kingsley and Jack Goodwin fromAuxiliary Ships/Acquisition Support Branch; Kevin McMaster, Neil Hiller, Kosmas Yiantsos, and Tom Liolios from Advanced Electrical Power Systems Branch; Pat Kane from 2S Cog/Gas Turbine Life Cycle Support Branch; Carl Rosenbuschfrom Machinery Information Systems Technology Branch; and Joseph DiStefano, Charles Clapp and Jim Pensabenefrom Major Programs Branch.

"We developed a series of exercises that each crew member can perform independently at their own pace to learn the local operating screens and controls," said Harvey. "The operational portion, coupled with the inspections of each piece of equipment appears to have provided a good mix to maintain the training tempo."

The crew will continue to interact with the engineers at NSWCCD-SSES through shipboard activation, pier side testing and underway trials.

"It is a real honor to be one of the first Sailors on the DDG 1000," said Lt. j.g. Andrew Bankhead, anti-submarine warfare officer from Portland, Ore. "It is a great opportunity to be on the production side – learning about the ship and the people behind the ship."

The Ship Systems Engineering Station, Philadelphia is a major component of Naval Surface Warfare Center Carderock Division. It is the Navy's principal test and evaluation station and in-service engineering agent for all hull, mechanical and electrical ship systems and equipment and has the capability to test and engineer the full range of shipboard systems and equipment from full-scale propulsion systems to digital controls and electric power systems.

Joseph Battista | U.S. Navy

GUARDIAN'S GUARDIAN

Mineman risks his life for USS Guardian shipmates

| U.S. Navy Photo

STORY BY:
Eric Sesit
Joint Base Charleston Public Affairs

Sailors know their ship. The constant hum of machinery, the pitch and roll of the ship as it rides the waves, and the routine announcements over the ship's 1MC (public address system) all become sounds of normalcy and provide a sense of comfort to Sailors at sea.

Sailors can also sense when something is wrong. And when Sailors are jolted out of their racks in the middle of the night, it's a pretty clear indication something bad is happening.

On Jan. 17, 2013, Petty Officer 3rd Class Travis Kirckof, a mineman currently assigned to Naval Munitions Command on Joint Base Charleston - Weapons Station, S.C., knew immediately something was wrong. Kirckof had just been unceremoniously woken from a deep sleep at 2:30 a.m. aboard USS Guardian (MCM 5). But as his feet hit the floor, Kirckof had no way of knowing the next 48 hours would require him to push himself beyond his limits, both mentally and physically, and eventually lead to him receiving one of the U.S. Navy's highest honors.

"I looked around and saw some of my shipmates had also been shaken awake." Kirckof said. "We didn't know what, but things just didn't feel right. We woke the rest of our shipmates in our berthing, got dressed and headed topside to see what was going on. As I moved down the passageway toward the stern, I noticed I was running downhill and I could tell the ship wasn't moving."

The Guardian, an Avenger-class mine countermeasures ship, wasn't moving because it had run aground on Tubbataha Reef in the Sulu Sea, about 70 nautical miles southeast of Palawan in the Philippines. At the time of the accident the ship was traveling from Subic Bay in the Philippines to Indonesia.

"I grabbed a battle lantern and we could see waves crashing over the fantail of the ship, but because it was dark, we couldn't tell how bad the situation was," Kirckof said.

The morning light confirmed the crew's worst fears. To better assess the situation, the ship's commanding officer had Kirckoff, one of the ship's two search and rescue swimmers, accompany the ship's damage control assistant over the side to assess the damage.

"I grew up in Toms River, N.J." Kirckof said. "I was always around water. When I was 20, I joined the Navy in hopes of becoming a diver, but I became a mineman instead. When I reported to the Guardian, they needed a SAR swimmer and I volunteered."

Dozens of sharks were swarming around the ship, so every Sailor who was qualified to handle a rifle was instructed to stand "shark watch" to ensure the two Sailors' safety while in the water. Kirckof swam along with the DCA, who reported the ship's condition to the captain. At that time, the ship was not too damaged and the propellers were still in open water, so the crew spent the day trying everything in their power to move the 224-foot ship off the reef.

But the sea state was building. Waves began crashing into the ship and by nightfall, flooding below decks was becoming more severe. The waves eventually pushed the ship broadside, shoving the entire length of the ship onto the reef as they continued to batter the port side of the ship. The crew spent the night feverishly and heroically conducting damage control to minimize the flooding.

By the morning of the 18th, it was clear the crew needed to be evacuated. Two small boats arrived from MSV C-Champion and removed crewmembers who were not confident swimmers. Then, the order was given to deploy the ship's two Rigid-Hull Inflatable Boats, followed by the life rafts. After the first RHIB was lowered into the water, Kirckof jumped over the side and swam to it, taking his appointed place as a SAR swimmer, waiting for the impending exodus.

But due to the high seas battering the ship, as the port side life rafts were lowered into the ocean, their lines snapped and the boats drifted away, leaving only three usable rafts for the remainder of the crew.

Those rafts, located on the starboard side of the ship, which was now completely over the reef, were released and floated to where a senior chief petty officer grabbed the lines and held them fast. The senior chief had jumped off the ship's fantail and swam to the reef to make sure others could make the treacherous swim. He had spent 20 minutes fighting to make it to safety and was bruised and bloody from the coral.

It was now time for the crew to leave the ship. They had been fighting to save their ship for more than 36 hours in the baking, equatorial heat with no sleep. Making the swim through the strong, churning ocean currents would require every bit of strength they could muster.

To ensure their safety, Kirckof positioned himself in the swirling water behind the fantail as his shipmates began to leave the Guardian.

"I grabbed hold of the first Sailor that jumped in and started moving him toward the reef, but the waves separated us. I swam as hard as I could, grabbed him and got him to safety," Kirckof said.

Safety was the life boats on top of the reef itself, a distance of almost 70 yards. It was 70 yards back against the strong


U.S. Navy Photo


AW3 Geoffrey Trudell | U.S. Navy

ocean current to the fantail to get the next Sailor. Kirckof was only able to get four Sailors to safety in the first hour, so he directed his shipmates to tie two lines together and secure one to the ship so he could haul himself back against the current instead of trying to swim, speeding up the process.

Kirckof spent almost five hours in the swirling ocean, ensuring 46 of his shipmates made it to safety. He is credited with saving at least two lives that day and for his heroism, the Director of the Naval Nuclear Propulsion Program, Adm. John Richardson, presented Kirckof the Navy and Marine Corps Medal in front of his shipmates and his family.

"We're here today to recognize a real Navy hero," Richardson said during the ceremony. "A typical rescue is over in a matter of minutes. Petty Officer Kirckof was in the water for more than four hours, sacrificing his personal safety. Only after his last shipmate had been helped to safety, and he had used up everything in his body, did he stop. He had given it his all."

Other than some minor injuries, the entire Guardian crew made it off the ship safely and was picked up by the Champion and USNS Bowditch (T-AG 62). The Guardian, damaged beyond repair, was later dismantled and removed from the reef and stricken from the register of U.S. Navy vessels.

"This was probably the most humbling experience I have ever had in my life," Kirckof said. "I've made a few wrong turns in my life, and I occasionally wondered if the Navy was another wrong turn, but after this experience, I knew that joining the Navy was the right decision for me.

"Every SAR swimmer wonders how they will react when the time comes and people's lives are on the line. I happened to be the SAR on the Guardian. I'm pretty proud of the fact that when the occasion came to put my training to use, I lived up to the standards."

HERO OF THE GAME

STORY FROM:
USS Preble Public Affairs

A Sailor assigned to guided-missile destroyer USS Preble (DDG 88) was honored as the Chicago White Sox "Hero of the Game" during the team's home game against the San Diego Padres at U.S. Cellular Field, May 31.

Culinary Specialist 1st Class Jeremy Domagalski, a native of Chicago, was home on his first day of leave when his family surprised him with the prestigious honor.

"It was all a surprise to me," said Domagalski. "This was all planned by my family and the Chicago White Sox ball club and I was told I was to be honored by my family the day of my arrival too my hometown.

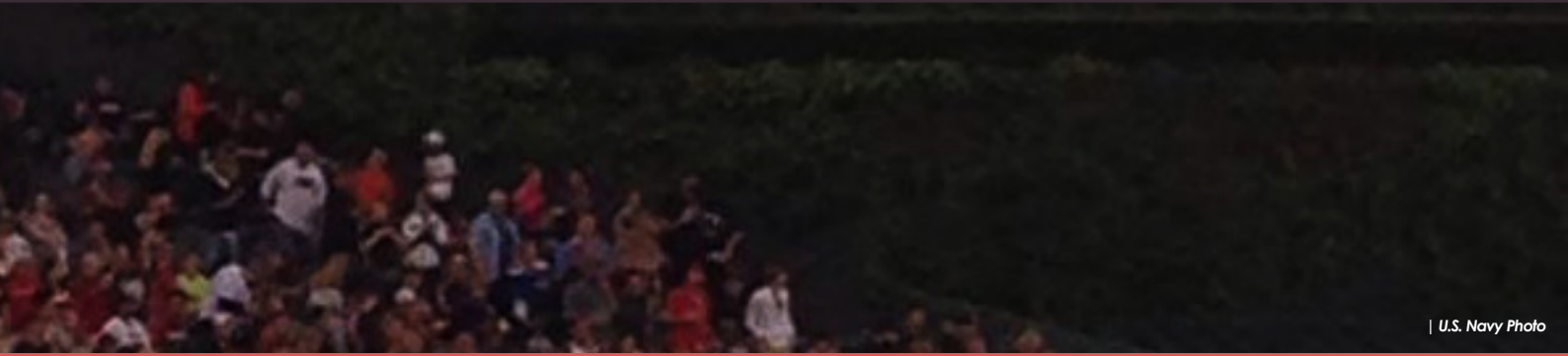
Domagalski said that without his knowledge his family had nominated him for the honor and had worked with the team to set up the event. The team also reserved an entire section of seats for his family to attend.

As the honoree of the game, he received a standing ovation by everyone in the stadium while the announcer gave a brief overview of his military career including one year in Afghanistan as part of Operation Enduing Freedom.

"Not only did I get to shake hands with all the players from both teams, but I was escorted back to my seat from the field while everyone was still applauding my service recognition," said Domagalski.

The Chicago White Sox have been honoring an active duty service member or veteran as the "Hero of the Game" for several years at each of their home games during the regular season.

"It was truly an honor and I was blessed that the Chicago White Sox would dedicate and honor this game in my name," said Domagalski. "Many others just like me deserve this kind of appreciation, and I hope this inspires others to do the same."



| U.S. Navy Photo

Celebrating Strong Ties

John S. McCain, Mustin Sailors, Shimoda Citizens Celebrate 160 Years of U.S., Japan Partnership

STORY FROM:
MC1 Trevor Welsh
Commander, Task Force 70 Public Affairs

Sailors assigned to the Arleigh-burke class guided-missile destroyers USS John S. McCain (DDG 56) and USS Mustin (DDG 89) joined the city of Shimoda, Japan in the 75th annual Black Ship Festival celebration May 15 - 19.

"This celebration is very important and becoming more important each year as our partnership with Japan is tightening and getting stronger," said Rear Adm. Mark Montgomery, commander, Battle Force 7th Fleet. "This celebrates that 160 years ago, the U.S. Navy came here to introduce the West to Japan and begin to understand Japan in the West. The celebration of this opening between our countries really reflects our constant strong bond that has developed between the U.S. and Japan and the friendship that truly exists between our peoples. This reflects the U.S. commitment to peace and prosperity in Asia."

The "Black Ships," or "Kurofune," refers to the Japanese term for foreign ships, which were mostly excluded from Japan for two hundred years until 1854 upon the arrival of Commodore Mathew C. Perry and the negotiation of the Treaty of Amity, the first treaty between the United States and Japan, thus ending two centuries of Japanese isolationism. The Black Ship Festival celebrates the signing of the treaty, which brought the two countries together as trading partners.

As the U.S. Navy representatives to the Black Ship Festival, the near 600 officers and crew stationed aboard the two ships took to the city upon arrival experiencing the local culture while participating in various goodwill events including visits to six local schools to interact with students and faculty. Sailors also marched through downtown Shimoda during a parade and participated in sporting events with local citizens.

"The city of Shimoda is fantastic," said Rear Adm. Terry Kraft, commander, U.S. Naval Forces, Japan. "This is the 75th anniversary of the Black Ship Festival here and they really pull out all the stops. The real friendship that we feel here in Shimoda is like nowhere I've ever seen before. Celebrations like this are so important because the help us better understand the Japanese culture and really get a deep appreciation for the people of our host nation."

John S. McCain and Mustin are two of seven Arleigh Burke-class guided-missile destroyers assigned to Destroyer Squadron 15, forward deployed to the 7th Fleet area of operations supporting security and stability of the Indo-Asia-Pacific region.

THE ALL AROUND BEST

Gettysburg awarded the 2013 Battenberg Cup

MC3 Lorenzo J. Burleson | U.S. Navy

STORY FROM:
Ensign Kiley Provenzano
USS Gettysburg Public Affairs

The guided-missile cruiser USS Gettysburg (CG 64) was awarded the 2013 Battenberg Cup by Adm. Bill Gortney, commander, U.S. Fleet Forces Command, May 6.

An annual honor that rewards the "best all around" in crew achievement, the Battenberg Cup is presented to only one of the more than 100 eligible surface ships, aircraft carriers, and submarines in the Atlantic Fleet.

"When every Sailor is committed to the same mission, to the same goals, and to the same principles - from the wardroom to our great chief petty officer's mess, down to our newest seamen - we are guaranteed success in everything for which we strive," said Gettysburg Command Master Chief (SW/AW) Daniel Hacker.

"Our Sailors have been through an incredible amount in the past year. This award is a testament to their dedication and commitment to the ship and our nation."

Gettysburg's success starts with a focus on "people excellence."

Through a steady focus on the positive development of Sailors as a command priority, the crew was awarded the Gold Anchor award for personnel program excellence. The ship had the Atlantic Fleet's lowest attrition rate and nearly doubled the Navy-wide advancement rate during last fall's advancement cycle. The excellence continued with 99 percent of Gettysburg petty officers qualifying as Enlisted Surface Warfare Specialists.

In addition, the crew featured a finalist in both the Surface Force Atlantic (SURFLANT) Sailor of the Year and Shiphandler of the Year competitions. Three Gettysburg Sailors received the prestigious Navy and Marine Association Leadership Award, while another crewmember received the 2013 AFCEA Copernicus Award for Information Warfare Excellence.

Backed by a long-term commitment to junior officer training and development, Gettysburg recently returned from

deployment with every surface warfare officer qualified as an underway officer of the deck. Furthermore, every qualified surface warfare officer continued their development with a focus on engineering, and retuned with the engineering officer of the watch qualification.

Lt. Cmdr Scott Jones was selected for early command-the 'crown jewel' of the surface warfare profession; he is headed for USS Pioneer (MCM 9), forward deployed to Sasebo, Japan.

"In literally every mission area, the officers stepped up and led from the front in ways I have never before seen," said Capt. Brad Cooper, Gettysburg commanding officer. "And the Chief's Mess -- easily the best with whom I have ever served -- just plain set the standard high. They positively motivated and inspired the crew to greater achievements, each and every day."

"We've also been exceptionally fortunate to have been a part of a great team, led by Rear Adm. Kevin Sweeney, commander, Carrier Strike Group 10 and anchored by our Harry S. Truman Carrier Strike Group shipmates."

Having already been awarded the 2013 Battle 'E' in every mission area, the crew achieved the highest overall score during pre-deployment certifications of the USS Harry S. Truman (CVN 75) Strike Group and received the Surface Force Unit Tactics Award for excellence in all warfare areas.

Sustaining operational excellence throughout the year began with excellence in material readiness. Gettysburg's engineers have been top tier, having now gone more than 70,000 miles without a main propulsion casualty. As air and missile defense commander for the Harry S. Truman Strike Group, the ship maintained 100 percent SPY radar readiness throughout deployment, going more than nine months without a casualty.

Demonstrating superb performance and dedication, the ship's culinary specialists have competed in multiple competitions, taking the prize for excellence each time. The ship's servicemen and logistics specialists have maintained 100 percent accountability throughout the year.

"It has been an incredible time to be aboard this ship," says Navy Counselor First Class Raymond Wiemer. "Our Sailors have advanced at incredible rates, all while achieving the

highest levels of qualification through focus and committed teamwork. "It has been the honor of a lifetime to be a part of such a successful and positive team."

Gettysburg is only the fifth cruiser in the last 106 years to receive the award, competing against larger ships including aircraft carriers and amphibious ships. It began as a competition between American and British Sailors. In 1941, the same trophy that Gettysburg will receive, went down with the battleship USS West Virginia (BB 47), and was raised with her following the attack on Pearl Harbor. Since then, the cup has been refinished and the competition between American ships has resumed, with the silver cup representing the best of the best.

Homeported in Mayport, Florida Gettysburg recently returned from a nine month deployment with the Harry S. Truman Carrier Strike Group to the 6th and 5th Fleet areas of responsibility. During the deployment, the award-winning crew actively participated in sustained operations with foreign navies, provided humanitarian aid for multiple stranded mariners, wrote several standard operating procedures currently in use, and checked in more than 17,000 aircraft as air and missile defense commander in support of Operation Enduring Freedom.

MC2 Marcus L. Stanley | U.S. Navy

REMEMBERING THE FALLEN

USS Oscar Austin Pays Tribute during D-Day Memorial Ceremony

STORY BY:
MC3 DJ Revell
Navy Public Affairs Support Element - East

Sailors assigned to guided-missile destroyer USS Oscar Austin (DDG 79) stood alongside veterans and dignitaries at a Navy memorial ceremony overlooking Utah Beach in France, June 5.

Oscar Austin Sailors honored those service members who were lost during the largest one-day amphibious assault ever recorded. This year marks the 70th anniversary of the D-Day invasion along Normandy's coastline June 6, 1944.

U.S. Navy Chief of Naval Operations Adm. Jonathan Greenert was also in attendance for the memorial ceremony.

"I'm so honored that Oscar Austin is here in support of this year's D-Day commemorations," said Quartermaster 2nd Class Alexandra Wood, a member of Oscar Austin. "To be here at Utah Beach is one of the most humbling experiences I've had so far in my naval career."

During the ceremony, Greenert placed a wreath at the Navy Memorial to pay tribute to the heroism and sacrifice of the more than 160,000 allied troops 70 years ago.


MC3 DJ Revell | U.S. Navy


MC3 DJ Revell | U.S. Navy


MC3 DJ Revell | U.S. Navy

"The sacrifices made by those 70 years ago continue to be an inspiration to myself and Sailors in today's Navy," said Master-at-Arms 1st Class James Jansma, who was also reenlisted by Greenert. "This day is very important to remember."

The event was one of several commemorations of the 70th anniversary of D-Day operations conducted by Allied forces during World War II June 5-6, 1944. More than 650 U.S. military personnel have joined troops from several NATO nations to participate in ceremonies to honor the events at the invitation of the French government.

Oscar Austin, homeported in Norfolk, Va., is on a scheduled deployment supporting maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of operations.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts a full range of maritime security operations and theater security cooperation missions in concert with coalition, joint, interagency, and other partners in order to advance security and stability in Europe and Africa.

ALWAYS READY

USS New York Receives Marjorie Sterrett Battleship Fund Award


MC2 Marcus L. Stanley | U.S. Navy

STORY BY:
MC2 Cyrus Roson

The amphibious transport dock ship USS New York (LPD 21) received the prestigious Marjorie Sterrett Battleship Fund Award for superior performance and battle efficiency among amphibious ships in U.S. Atlantic Fleet.

The award is presented annually by the Chief of Naval Operations to one ship in the Atlantic Fleet and one in the Pacific Fleet based on overall readiness.

The crew was cited for their indomitable spirit, superior performance and consistently high standards of readiness. "Our crew is honored to receive this prestigious award. It is another symbol of the dedication they have to make New York the best ship in the fleet; always ready to go and do the nation's bidding," said Lt. Justin Bernard, command chaplain for New York.

The award includes a small monetary stipend, which will be given to the ship's Morale, Welfare and Recreation (MWR) fund to benefit crewmembers. "Getting this award is a huge honor to the crew of USS New York and all who have served on her. It is a reflection of the dedication, determination and hard work of every Sailor and Marine on board. This shows that we are ready for any task and any mission that can be given to us," said Operation Specialist 2nd Class Timothy Woelky, MWR president aboard New York.

"The stipend that we receive for this award will go into our MWR fund and will be used anywhere from gym equipment to command functions and competitions."

The Marjorie Sterrett Battleship Fund Award was established in 1917 by the New York Tribune Association. The fund was initiated by a letter from 13-year-old Marjorie Sterrett in February 1916. Marjorie, who lived in Brooklyn, contributed her weekly allowance of a dime to "Help build a battleship for Uncle Sam." Prior to World War II, income from this fund was used to pay prizes annually to turret and gun crews making the highest scores in short-range battle practice, and submarine crews making the highest scores in torpedo firing. It is now used to recognize those ships which display battle efficiency and emphasize readiness and fitness of the ship.

"It is pretty amazing that a 13-year-old girl would give her allowance to build a battleship. If she were alive today, I'm sure Marjorie would be incredibly proud to know of the impact she has had on our Navy. I bet she would be equally proud to know USS New York, a ship named for her home state, has won her namesake award," said Capt. Christopher Brunett, commanding officer of New York. "The crew of New York take their service very seriously and never forget the brave men and women we are sworn to defend. They worked extremely hard for this award and I couldn't be prouder of them."

A DAY IN THE LIFE

MC1 David P. Coleman | U.S. Navy

STORY BY:
Command Master Chief Ricardo Galvanm
USS Ross (DDG 71)

En route to Rota, Spain, Sailors on the Arleigh Burke-class guided missile destroyer USS Ross (DDG 71) balanced their time between executing the timeless routine of Sailors at sea and engaging in a unique array of language and culture classes intended to help prepare them to be stationed in a new country.

Ross embarked instructors from Navy Information Operations Command (NIOC) and Naval Station (NAVSTA) Rota during its transit to provide education to help Ross Sailors prepare for life at NAVSTA Rota, a place where the American flag flies only once a year, on the 4th of July.

The NIOC instructors were aboard Ross to cover the basics of Spanish and other regional languages and dialects, introduce the cultures and religions of the region, and instruct Sailors on how to understand, respond and adapt to the cultural differences they will encounter while operating forward. Their lessons emphasized the importance of recognizing the various manners in which two cultures can come into conflict when differences are not understood or allowed for.

For example, in Spain, a Sailor should not ask Spaniards how they are doing unless the Sailor is willing to stop and have an actual conversation. To ask the question rhetorically in passing is considered an insult.

To illustrate a potentially serious cultural misunderstanding, another common cultural difference in Spain is during Semana Santa,the annual Holy Week processions. Our Sailors may find themselves among groups of Spaniards clothed in robes with pointed hoods, attire that Americans traditionally associate with the Ku Klux Klan (KKK). But the robed and hooded Spaniards are in fact Roman Catholic penitents connected with religious brotherhoods like the Nazarenos, taking part in Easter processional ceremonies. The pointed hoods are capirote hats that have been in use for centuries.

Understanding the differences between two cultures is not just a classroom exercise when living in a foreign country; it's a way of life.

Also embarked on the ship were NAVSTA Rota's Morale, Welfare and Recreation (MWR) fitness coordinator, and a Spanish national who works for NAVSTA Rota's Fleet and Family Support Center and helps run the mandatory intercultural relations class for all active duty personnel assigned to

Rota. They provided Sailors with an introduction to Spain, the province of Cadiz, and life aboard NAVSTA Rota, where they create "a little bit of home in Spain" as they help Sailors establish familiarity, build connections and develop a sense of comfort in their new home.

It is important for Sailors to realize that support services are the same at Rota as they are anywhere in the Navy; it is equally important for them to make new connections and new adjustments.

NAVSTA Rota is located on the Spanish Navy's Base, Naval de Rota, so Ross Sailors will not just be interacting with the surrounding Spanish communities, they will be working in an environment that is owned, controlled by and shared with the Spanish Navy. In addition to the Spanish Sailors who share the base, 70 percent of NAVSTA Rota's employees are required to be Spanish nationals based on the Agreement on Defense Cooperation. Ross Sailors were asked to remember that they and all U.S. employees aboard NAVSTA Rota are guests of the Spanish government.

Even though many Sailors on the Ross speak some Spanish — we even had a former Spanish teacher aboard — they have been warned to not underestimate the respective differences between American and Spanish cultures, even two as seemingly linked by history and shared worldviews.

Ross Sailors had to make time for these classes throughout each day's work cycle, though the underway schedule on Ross made it challenging for our Sailors to focus on the life they had not yet begun living.

The short educational courses were not a replacement for the experience of actually living in a foreign country. Most of our Sailors learned their most important lessons once they arrive in Rota. They will still spend their first weeks getting lost, testing their rudimentary Spanish, and enduring cultural missteps while they settle in. But for those who could find the time, the guidance from NIOC and NAVSTA Rota has helped set expectations and open our Sailors' eyes to the need to judge and assess Spanish life and culture on its own merits.

As the second of four destroyers stationed in Spain by late 2015 in support of the European Phased Adaptive Approach to Ballistic Missile Defense, Ross is not the first and will not be the last ship to receive these lessons. In the next 12-16 months, there will be as many as an additional 600 Sailors from USS Porter (DDG 78) and USS Carney (DDG 64) who will take part in these underway classes, as they too cross the Atlantic for their new home in Rota. Together, these ships represent the first permanent U.S. ship presence in Rota since the submarine tender USS Canopus (AS 34) returned to the U.S. in 1979.

The learning process never ends, and Sailors from the Ross continue to deepen their understanding of Spain and the Spanish people in Rota and immerse themselves in the culture of one of the United States' strongest NATO allies.

MCSN Ellen E. Long | U.S. Navy

Salutations with a BANG!

THE MILITARY GUN SALUTE

If you've ever attended a significant military ceremony, you may not have seen it, but you've certainly heard it: the booming report of a military gun salute.

THE EVOLUTION

The hand salute demonstrated that the renderer of the salute was, for all intents and purposes, unarmed.

It was also once customary for a ship entering a friendly port to discharge its cannons to show they were unloaded.

The Continental Navy brigantine fired a salute of 13 guns on entering the harbor of St. Eustatius, representing the newly-formed United States.

1776

"First Salute" to the American flag

21

The first written instruction on the 21-gun salute comes from 1818 U.S. Naval Regulations to signify a presidential visit aboard a ship.

1818

21 guns for 21 states

TODAY

The national salute of 21 guns is fired in honor of a national flag, the chief of state of a foreign nation, a member of the reigning royal family, and the President, ex-President, or President-elect of the U.S.

DID YOU KNOW? Though sometimes mistaken for a 21-gun salute, the three volleys fired at funerals by a firing party do not constitute a 21-gun salute.

www.history.navy.mil